

# ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
1	ALA	7th Street Grade Separation	Provide new grade separations at 7th Street for both BNSF and UPRR terminals (submerged roadway under UP and elevated structures over BNSF), and replace an existing overhead structure adding more rail capacity.	I	<ol style="list-style-type: none"> <li>1. Scope of work clarification needed: UC vs. OC</li> <li>2. Air Quality impacts require further analysis –Further information is needed to document volume and speed changes, and whether the number of lanes is changed. Further documentation is needed regarding the spatial shift of emissions from truck to rail.</li> <li>3. Delivery schedule is optimistic considering complexity of interaction with operational rail tracks.</li> <li>4. Deliverability Risk - Design Start prior to completion of EIR; Construction Start four-months prior to right of way completion.</li> <li>5. Funding Plan needs to show costs in thousands of dollars</li> <li>6. Preconstruction support costs and R/W costs are questioned.</li> <li>7. MOU with railroad may be required.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – The Port is continuing to look at ways to value engineer this project to reduce cost and provide benefits.</li> <li>2. In-progress - Additional AQ information was provided; analysis required.</li> <li>3. Noted and validated by sponsor.</li> <li>4. Noted and validated by sponsor.</li> <li>5. Resolved – Funding Plan updated.</li> <li>6. Resolved - Preconstruction support costs and R/W costs were addressed.</li> <li>7. In-progress – MOU with RR is required.</li> </ol>
2	ALA	Martinez Subdivision Rail Improvements	Adds two mainline tracks between port of Oakland and Stege in Richmond	-	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis – Project doubles rail capacity and increases trains/day throughput. Further information needed to document spatial shift of emissions from trucks to rail.</li> <li>2. Delivery schedule is optimistic.</li> <li>3. Deliverability Risk - Design Start prior to completion of EIR;</li> <li>4. Preconstruction support costs and R/W costs are questioned.</li> <li>5. Funding Plan needs to show costs in thousands of dollars - 1:1 match not met (rounding error?)</li> <li>6. Public/Private benefits are not addressed.</li> <li>7. MOU with railroad is required.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional AQ information has been provided.</li> <li>2. Resolved – Revised schedule provided</li> <li>3. Resolved – Revised schedule provided; Design and EIR continue to be in parallel to ensure project delivery</li> <li>4. Resolved – Revised funding plan provided</li> <li>5. Resolved – 1:1 Match met.</li> <li>6. In-progress - Public/Private benefits are not addressed.</li> <li>7. In-progress - MOU with railroad is required.</li> </ol>

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3	ALA	Outer Harbor Intermodal Terminals (OHIT)	Provides two rail yards, each with six 4000-ft loading track and wide-span electric power rail mounted cranes for container handling. Also provides twelve 4000-ft long storage tracks and container buffer areas.	I	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis – Project nomination did not document volume changes as a result of increasing capacity; AQ reductions do not appear to be correct</li> <li>2. Scope of work clarification needed re interaction with 7th Street Grade Sep Project</li> <li>3. Delivery schedule questioned – Design Start prior to completion of EIR; 9-months between end design and begin construction.</li> <li>4. Funding Plan needs to show costs in thousands of dollars</li> <li>5. Preconstruction support costs and R/W costs are questioned.</li> <li>6. MOU with railroad is required.</li> <li>7. Public/Private benefits are not addressed.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional AQ information to be provided; analysis required.</li> <li>2. Resolved - Scope of work clarification was provided.</li> <li>3. Noted and validated by sponsor.</li> <li>4. Resolved - Funding plan updated.</li> <li>5. Resolved – Explanation of preconstruction support costs and R/W costs provided.</li> <li>6. In-progress - MOU with railroad is required.</li> <li>7. In-progress – Additional Public/Private benefit information to be provided.</li> </ol>
4	ALA	I-880 Reconstruction @ 23rd & 29th Avenues, Oakland	Interchange modifications at 23rd Ave and 29th Ave providing longer auxiliary lanes, reconstruction of the 29th Ave Overcrossing, reconstruction of the EB and WB 23rd Ave Overcrossing, 11th Street intersection improvements and lengthening of the 29th Ave NB off-ramp.	+	<ol style="list-style-type: none"> <li>1. Environmental document type (ND) is questionable given that this is a high impact project.</li> <li>2. Scope of work vs. local and highway traffic operations during construction – clarification needed. May impact cost and schedule.</li> <li>3. Air Quality impacts require further analysis - Air quality analysis is not provided.</li> <li>4. Funding plan unclear – prior expenditures and proposed funding are not properly shown</li> <li>5. Preconstruction support costs and R/W costs are questioned.</li> <li>6. Funding plan requires further discussion pertaining to use of SHOPP and TCIF funds.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Assurance provided that a Mitigated ND is anticipated for this project based on PEAR results.</li> <li>2. Resolved – Clarification was provided.</li> <li>3. In-progress - Air Quality impacts require further analysis - Air quality analysis was provided as Attach A.</li> <li>4. Resolved - Funding plan revised.</li> <li>5. Resolved – Additional preconstruction support costs and R/W cost explanation provided.</li> <li>6. Funding plan includes SHOPP funds.</li> </ol>

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5	ALA	I-580 Eastbound Truck Climbing Lane	Widen EB I-580 from North Flynn Rd to Greenville Rd adding one 12-ft lane and one 12-ft shoulder providing 3.3-miles of new truck climbing lanes in the EB direction.	+	<ol style="list-style-type: none"> <li>1. Environmental document type (ND) is questionable given that this is a high impact project.</li> <li>2. Funding plan reflects 100% SHOPP Funded.</li> <li>3. Deliverability concern – Const begin April 2013.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved - Environmental document type (ND) is supported based on PEAR completed for PSR to be approved March 2008.</li> <li>2. Funding plan reflects 100% SHOPP Funded.</li> <li>3. Resolved – Construction to begin February 2012.</li> </ol>
6	KER	Tehachapi Trade Corridor Rail Improvement Project	Construct 6.9 miles of second mainline BNSF track, extend one siding 900 ft, and upgrade signal system to centralized traffic control.	I	<ol style="list-style-type: none"> <li>1. Project Programming Request form is incomplete.</li> <li>2. Delivery schedule is incomplete.</li> <li>3. Verify 1:1 match (rounding error?)</li> <li>4. MOU with railroad is required.</li> <li>5. Responsibility for cost increases should be clarified.</li> <li>6. Confirm that Caltrans is the lead for design.</li> <li>7. Public/Private benefits are not sufficiently addressed.</li> <li>8. Air Quality impacts require further analysis - Further documentation of methods and analysis of truck to rail diversion and reduced idling required for analysis of local and regional AQ benefits (attachment D is missing)</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved - Project Programming Request form is complete.</li> <li>2. Resolved - Delivery schedule is complete.</li> <li>3. Resolved - 1:1 match.</li> <li>4. In-progress – LOI and MOU with railroad underway.</li> <li>5. In-progress – MOU with RR will address responsibilities for cost increases. TCIF will be a not-to-exceed amount.</li> <li>6. Resolved - Caltrans is the lead for design.</li> <li>7. Unresolved - Public/Private benefits not fully addressed. Private benefits not quantified.</li> <li>8. In-progress - Additional air quality information was provided.</li> </ol>

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7	KER	Shafter Intermodal Rail Facility	Creates an intermodal facility, and provides connections to two existing mainline switches, three-additional parallel tracks, access roads, and off-loading terminal equipment.	—	<ol style="list-style-type: none"> <li>1. Scope of work unclear. Nomination refers to a completed Phase 1? What is being proposed in this nomination?</li> <li>2. Deliverability concern: Environmental document type (ND) is questionable given that this is a high impact project. ND was completed in 1996.</li> <li>3. Delivery Schedule unrealistic: two months for design, three months for construction...</li> <li>4. Air Quality impacts require further analysis - Project increases emissions at site of intermodal facility located in industrial and agricultural (non-residential) area. Further information needed to document spatial shift of emissions from trucks to rail.</li> <li>5. Use of Section 190 funds for this project type is questioned.</li> <li>6. Public/private benefits are not addressed.</li> <li>7. MOU with railroad is required.</li> <li>8. Operational/Business plan is required to address freight movement projections, railroad issues, etc.</li> <li>9. Funding plan needs clarification.</li> <li>10. Right of way cost does not appear reasonable.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Expansion of an existing facility. Additional information was provided.</li> <li>2. Unresolved pending Air Quality Analysis- City believes the 1996 ND is adequate based on 2005 update to General Plan.</li> <li>3. Noted and validated by sponsor.</li> <li>4. In-progress - Additional air quality information provided.</li> <li>5. Resolved – Revised funding plan submitted.</li> <li>6. In-progress - Public/Private benefits not sufficiently addressed. Information provided pertains solely to public benefits.</li> <li>7. In-progress – Shared use agreement is required (MOU provided does not address this issue).</li> <li>8. In-progress - Operational/Business plan is required to address freight movement projections, railroad issues, etc.</li> <li>9. Resolved - Funding plan clarified.</li> <li>10. Resolved – Right of way owned by the City of Shafter.</li> </ol>

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8	PLA	Track and Tunnel Improvements at Donner Summit	Construct 9.3 miles of second mainline UPRR track, upgrade 1.3 miles of side track to mainline track standards and increase tunnel clearance over the Donner Summit.	+	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis - Further documentation of methods and analysis of truck to rail diversion required for analysis of additional regional AQ benefits.</li> <li>2. Submittal (fact and funding plan) is incomplete.</li> <li>3. Delivery schedule is unclear.</li> <li>4. MOU with railroad is required.</li> <li>5. Public/Private benefits are not sufficiently addressed.</li> <li>6. UPRR match is 50% of total project expenses. Responsibility for cost increases should be clarified.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress – Additional air quality information was provided.</li> <li>2. Resolved – PPR updated.</li> <li>3. Resolved – PPR identifies delivery schedule. Delivery includes beginning design prior to end of PAED.</li> <li>4. In-progress – LOI and MOU with railroad underway.</li> <li>5. Unresolved - Public/Private benefits not fully addressed. Private benefits not quantified.</li> <li>6. In-progress – MOU with RR will address responsibilities for cost increases. TCIF will be a not-to-exceed amount.</li> </ol>
9	SAC	Sacramento Intermodal Track Relocation	Realignment of freight and passenger tracks to new rail corridor south of Central Shops. Project includes track work, operational and safety upgrades, passenger platforms and other facilities, walkways, street overcrossings (5th and 6th Streets), and ped/bike and utility tunnels.	+	<ol style="list-style-type: none"> <li>1. MOU with railroad is required.</li> <li>2. Deliverability concerns – construction start and duration: construction to take just 9 months.</li> <li>3. Potential for significant environmental, air quality and community impacts.</li> <li>4. Scope of work is unclear. Scope includes street overcrossings which appear to have limited goods movement benefit – Delivery schedule and cost should be separately identified – Consider only track relocation project component as part of TCIF.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – MOU with railroad and the developer provided.</li> <li>2. Noted and validated by sponsor.</li> <li>3. Resolved – CEQA process completed in Dec 2007.</li> <li>4. Resolved – Scope of work clarification provided.</li> <li>5. In-progress – Public/Private benefits not quantified.</li> </ol>

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10	SJ	4 West Crosstown Freeway Extension - Phase I	Extends the Crosstown Freeway 1.5 miles west to Navy Drive. Involves the construction of twin viaduct-structures and provides two- general purpose lanes and one-Aux lane in each direction. The viaducts will cross over the Boggs Tract community at Fresno Ave.	+	<ol style="list-style-type: none"> <li>1. TCIF request includes funds for R/W.</li> <li>2. Delivery/schedule issues: two &amp; one-half years for EIR could be very optimistic.</li> <li>3. Identify local funding sources.</li> <li>4. High Risk Delivery - Construction start is June 2013.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved - TCIF for Construction and Construction Support only.</li> <li>2. Noted and validated by sponsor.</li> <li>3. Resolved - Local funding sources identified.</li> <li>4. Noted and validated by sponsor.</li> </ol>
11	SJ	San Francisco Bay to Stockton Ship Channel Deepening Project	Involves the dredging of the Stockton Ship Channel from 35 ft to a depth of 45 ft from Pinole Shoal to New York Slough and from 35 ft to 40 ft from New York Slough to the Port of Stockton	I	<ol style="list-style-type: none"> <li>1. Scope of work unclear.</li> <li>2. TCIF request includes funding for R/W.</li> <li>3. Local air quality and community impacts due to increase of vehicular traffic at the port require further analysis. Port terminus results in local AQ impacts; ship channel increases capacity, project nomination claims fewer ships; need backup calculations.</li> <li>4. Schedule for EIR/EIS appears extremely aggressive at less than a year for EIR/EIS approval.</li> <li>5. Increased activity in channel by larger ships will need to be addressed.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – scope of work clarified.</li> <li>2. Resolved – Funding plan revised.</li> <li>3. In-progress - Additional air quality information was provided.</li> <li>4. Schedule for EIR/EIS appears extremely aggressive at less than a year for EIR/EIS approval. Noted and validated by sponsor.</li> <li>5. In-progress - Additional information was provided, analysis required.</li> </ol>
12	SOL	I-80 Eastbound Cordelia Truck Scales Relocation	Relocate and rebuild the EB I-80 truck scale facility, build a new four-lane bridge across Suisun Creek, and braided ramps from the new scales to EB I-80 and EB SR 12.	+	<ol style="list-style-type: none"> <li>1. What are AB 1171 funds? RM2?</li> <li>2. Funding plan does not show prior funding; i.e., PAED</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Funds are local bridge tolls.</li> <li>2. Resolved - Funding plan identifies prior funding; i.e., PAED.</li> </ol>

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13	STA	San Joaquin Valley Short Haul Rail/Inland Port Project	Involves the development of an inland port logistics center at Crows Landing Air Facility and the construction of a short-haul rail service. The project railroad right-of-way acquisition and construction of 170 acre rail intermodal facility that provides for the loading and unloading of containers from railcars.	–	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis - Project increases freight rail activity. Emissions along the corridor likely increase; there is a lack of information regarding activity at the terminals. Further documentation is needed concerning the spatial shift of emissions from truck to rail.</li> <li>2. Operational/Business plan is required.</li> <li>3. MOU with railroad and West Park is required.</li> <li>4. Public/Private benefits not addressed.</li> <li>5. Match issues – use of donated land from the County – prior expenditures not eligible for match.</li> <li>6. Environmental document not specified – environmental issues may be significant.</li> <li>7. Risk design – design begins before environmental complete.</li> </ol>	<ol style="list-style-type: none"> <li>1. Unresolved – Additional air quality information provided does not address local impacts.</li> <li>2. Unresolved - Operational/Business plan information was provided but does not address function and operation of the facility at Crows Landing.</li> <li>3. Unresolved - MOUs with railroad (shared use) and access rights for loading and unloading at the ports of origin and destination are required (letter of intent to UPRR sent by County)</li> <li>4. Unresolved - Public/Private benefits not sufficiently addressed. Information provided pertains solely to public benefits.</li> <li>5. Resolved – 1:1 Match met.</li> <li>6. Resolved – EIR anticipated.</li> <li>7. Noted and validated by sponsor.</li> </ol>

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14	YOL	Sacramento River Deep Water Channel Project	Involves the dredging of 35 miles of the Sacramento River deep water channel an additional five feet in depth (from 30 ft to 35 ft)	I	<ol style="list-style-type: none"> <li>1. Local air quality and community impacts due to increase of vehicular traffic at the port require further analysis. The increase in cargo volume or port capacity will result in more truck traffic at the local level (around the port). Need more info about local truck traffic change and emissions.</li> <li>2. Delivery concerns: one year for EIR/EIS approval, four month for design.</li> <li>3. Increased activity in channel by larger ships will need to be addressed.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional air quality information was provided.</li> <li>2. Resolved – EIR is a supplemental document to be adopted 2009. Design changes are not expected from original design.</li> <li>3. In-progress - Additional information provided, analysis required.</li> </ol>
15	LA	San Gabriel Valley Grade Separation Program	A two mile trench in the cities of Alhambra, San Gabriel and Rosemead to lower UPRR tracks under Ramona Street, Mission Road, Del Mar Ave, and San Gabriel Blvd. Also includes two new RR bridges over Alhambra and Rubio washes.	+	<ol style="list-style-type: none"> <li>1. Project Milestones incomplete.</li> <li>2. Verify prior funding as related to the 1:1 match.</li> <li>3. 1:1 match not met – Is \$20 million planned to be from PUC Section 190 Proposition 1B funding?</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved - Project milestones complete.</li> <li>2. Resolved – 1:1 Match met.</li> <li>3. Resolved - 1:1 Match met.</li> </ol>

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16	LA	SR 47 Expressway- Schuyler Heim Bridge Replace/Construct Expressway & Flyover	A new 2.2 mile elevated expressway connecting Terminal Island with major highways and transportation corridors. Replaces the seismically deficient Heim Bridge with a fixed span structure, and provides aerial connector extensions that grade separates five at-grade rail crossings and three signalized intersections.	-	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis. The project improves air quality for some receptors, but worsens air quality for others due to traffic rerouting. Further information on the effectiveness of planned mitigation would be helpful.</li> <li>2. Scope of work clarification is needed. What is included in this project request?</li> <li>3. Deliverability High Risk: 18 month window from EIR/EIS to construction start, and less than two years for construction appears unrealistic. Will this be delivered through several construction contracts? Is design/build a consideration?</li> <li>4. Programming Request Form Project Milestones PS&amp;E ending 12/1/08 should be 12/1/09.</li> <li>5. Clarification of all funding sources and funding status is required.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional air quality information was provided.</li> <li>2. Resolved – Scope of work clarified.</li> <li>3. Resolved - Project will consist of three design-bid-build contracts.</li> <li>4. Resolved - Programming Request Form reflects PS&amp;E ending 12/1/09.</li> <li>5. Resolved – Clarification of all funding sources and funding status provided.</li> </ol>
17	LA	ACE: Gateway- Valley View Grade Separation Project	A lowering of Valley View Avenue and Stage Road below the BNSF tracks, constructing a new bridge for BNSF accommodating three mainline and utility tracks, and providing two through-lanes in each direction of affected streets.	+	<ol style="list-style-type: none"> <li>1. Is an update to the environmental document (CE) required?</li> <li>2. Revise funding sheets to show appropriate year of funding – funding requests shown in prior years?</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Sponsor will pursue update if needed.</li> <li>2. Resolved – Funding sheets revised.</li> </ol>

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18	LA	New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains	A new 7000 ft passing siding between Land and Vincent stations on the Antelope Valley Line to accommodate projected increase in UP freight frequency and length demands.	—	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis - Local air quality and community impacts due to increase of activity at siding - Project documents increased emissions at siding, but no sensitive receptors within 1000 feet. Further documentation needed to describe spatial shift of emissions from truck to rail.</li> <li>2. Public/private benefits not addressed.</li> <li>3. MOU with UPRR is required.</li> <li>4. Clarify ownership of the rail line.</li> <li>5. Provide the agreement that identifies respective responsibilities between the passenger rail and freight rail.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional air quality information was provided.</li> <li>2. Resolved – Improvements to publicly owned facility.</li> <li>3. Resolved - MOU with UPRR is not required as rail line is owned by Metro.</li> <li>4. Resolved – rail line is owned by Metro.</li> <li>5. Resolved – Multi-use agreement that identifies respective responsibilities between the passenger rail and freight rail provided</li> </ol>

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19	LA	I-110 Fwy Access Ramp Imp SR 47/I110 NB Connector Widening	Widening of the WB SR-47/NB I-110 connector from 1 to 2 lane, adding Aux lane for NB I-110, and widening the off-ramp at John Gibson Blvd to accommodate truck turning movements.	I	<ol style="list-style-type: none"> <li>1. Environmental issues may be significant – environmental document unspecified.</li> <li>2. Air Quality impacts require further analysis - This project has significant capacity expansion. Regional level emissions benefit is provided in documentation, but need local air quality impact info and further documentation on relationship between truck volumes and capacity increase.</li> <li>3. Project schedule appears optimistic. Specifically, the timeframe for the Design of an interchange in one year should be discussed.</li> <li>4. Funding Plan is incomplete – funding shown only includes construction phase. Verify all funding sources, and include all prior expenditures and preconstruction budgets.</li> <li>5. Verify Implementing Agency on Project Programming Request form</li> <li>6. LA/IE Tier II project “I-110 Connectors Improvement Program/SR 47 On/Off Ramps at Front Street” with these Tier I projects</li> <li>7. SHOPP eligibility should be investigated as an alternative source of funding to TCIF.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Environmental Document is an ND/FONSI.</li> <li>2. In-progress - Additional air quality information was provided.</li> <li>3. Resolved - Project schedule revised to extend time for design.</li> <li>4. Resolved - Funding Plan includes all phases. Ordinance for cargo tariff was provided. Prior expenditures and preconstruction budgets are shown.</li> <li>5. Resolved - Implementing Agency is the Port of LA. PPR revised.</li> <li>6. Resolved – Higher priority projects proposed in Tier 1.</li> <li>7. Resolved – No SHOPP Funding is targeted for this project.</li> </ol>

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20	LA	C Street Access Ramps Improvements	Reconfigure NB I-110/C Street off-Ramp, and combine two closely spaced intersections with I-110 at C Street and Harry Bridges Blvd	I	<ol style="list-style-type: none"> <li>1. Environmental issues may be significant – environmental document unspecified.</li> <li>2. Air Quality impacts require further analysis - The project introduces a significant change and potential capacity increase by the new interchange. Regional level emissions benefit is provided in documentation, but need clear documentation regarding local air quality impacts and how the new interchange will affect local truck traffic.</li> <li>3. Project schedule appears optimistic. Specifically, the timeframe for the duration of the Design phase.</li> <li>4. Funding Plan is incomplete – funding shown only includes construction phase. Verify all funding sources, and include all prior expenditures and preconstruction budgets.</li> <li>5. Verify Implementing Agency on Project Programming Request form</li> <li>6. LA/IE Tier II project “I-110 Connectors Improvement Program/SR 47 On/Off Ramps at Front Street” with these Tier I projects</li> <li>7. SHOPP eligibility should be investigated as an alternative source of funding to TCIF.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Environmental document is an ND/FONSI.</li> <li>2. In-progress - Additional air quality information was provided.</li> <li>3. Resolved - Project schedule revised to extend time for design.</li> <li>4. Resolved - Funding Plan includes all phases. Ordinance for cargo tariff was provided. Prior expenditures and preconstruction budgets are shown.</li> <li>5. Resolved - Implementing Agency is the Port of LA.</li> <li>6. Resolved – Higher priority projects proposed in Tier 1.</li> <li>7. Resolved – No SHOPP Funding is targeted for this project.</li> </ol>
21	LA	Washington Blvd Widening & Reconstruction Project	Increase capacity to three lanes in each direction add one lane in each direction and reconstruct Washington Blvd with 10 ft thick PCC for a total width of 84 ft.	I	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis</li> <li>2. Deliverability concern: Environmental document type (ND) is questionable given that this is a high impact project. Project Milestones appear optimistic.</li> <li>3. Project Programming Request form incomplete – PA&amp;ED costs not shown.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional air quality information was provided.</li> <li>2. Resolved – Planned document type is (CE).</li> <li>3. Resolved - Project Programming Request form complete – PA&amp;ED costs are shown.</li> </ol>

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# ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
22	LA	South Wilmington Grade Separation	Grade separate multiple at grade-crossings of vehicle/truck traffic from rail lines that connect to the Alameda Corridor, and provide direct access to port terminals, community center and other business.	+	<ol style="list-style-type: none"> <li>1. Scope of work is unclear.</li> <li>2. Project milestones questioned – five years for design phase, no right of way phase?</li> <li>3. Support costs appear low.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Scope of work clarified.</li> <li>2. Resolved - Project milestones validated.</li> <li>3. Resolved – Funding plan validated.</li> </ol>
23	LA	Gerald Desmond Bridge Replacement	Replace the existing Desmond Bridge with a six-lane cable-stayed bridge structure, and reconstruct interchanges at Terminal Island and the I-710. Total elevated structure length including ramps 16,082 ft.	+	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis.</li> <li>2. Deliverability High Risk – schedule appears optimistic. 15 months for design is extremely aggressive. Will this be delivered through several construction contracts? Is design/build a consideration?</li> <li>3. Financial plan appears to include unsecured funding - Clarification of funding sources and match should be provided.</li> <li>4. Allocation of SHOPP funding is subject to the adoption and relinquishment of the route into the SHS.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional air quality information was provided.</li> <li>2. Resolved - Project will be delivered through multiple design-bid-build contracts</li> <li>3. Resolved – Port committed to backfill funding if not available from Metro.</li> <li>4. Allocation of SHOPP funding is subject to the adoption and relinquishment of the route into the SHS.</li> </ol>

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**ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS**

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
24 25 26 27 28 29 30 31 32 33	LA	Ports Rail System - Tier I	Involves several interrelated projects that include a new lift bridge for a new track over the Cerritos Channel, and other improvements such as added mainline and storage tracks, track realignments, access improvements, and the elimination of a grade separation.	+	<ol style="list-style-type: none"> <li>1. Incomplete nomination package</li> <li>2. Scope of work is unclear. Multiple major projects with little or no scope description.</li> <li>3. Air Quality impacts require further analysis.</li> <li>4. Environmental issues may be significant – environmental document unspecified.</li> <li>5. Project Programming Request form incomplete –contact information, project milestones &amp; funding plans (proposed cargo fees funding).</li> <li>6. Methodology used to support the conclusion that the projects will reduce truck trips is required.</li> <li>7. Benefits of each project should be addressed separately.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Additional information provided.</li> <li>2. Resolved - Scope of work clarified.</li> <li>3. In-progress - Additional air quality information was provided.</li> <li>4. Resolved – EIR/EIS.</li> <li>5. Resolved - Project Programming Request forms are complete. Cargo fees are approved.</li> <li>6. In-progress - Additional information was provided.</li> <li>7. Unresolved - Benefits of each project should be addressed separately in relation to overall plan.</li> </ol>
34	ORA	SR 91 connect WB aux lanes through IC on SR 91 between SR 57 & I-5	Widening of the WB SR-91 from three to four general purpose lanes from SR-57 to I-5 by connecting the existing auxiliary lanes through interchanges	I	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis. Local impacts not addressed. Project documentation should describe how changes in truck volumes and speeds affect corridor-specific emissions.</li> <li>2. Freight benefits not adequately addressed.</li> <li>3. Table 1-2 indicates no increased improvement beyond LOS F. B/C analysis should be performed.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional air quality information was provided.</li> <li>2. Resolved.</li> <li>3. Resolved.</li> </ol>

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**ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS**

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
35	ORA	State College Grade Separation	Involves lowering State College Blvd below the BNSF tracks. A new railroad bridge will be constructed to allow for a future third mainline track.	+	<ol style="list-style-type: none"> <li>1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained?</li> <li>2. 1:1 match is not met – Prior expenditures as of Nov 2006 needs to be broken out and funding sources need to be identified.</li> <li>3. Deliverability concern: Environmental document type (ND) is questionable; railroad agreements, shoofly construction, utilities and other site-specific conflicts.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – scope of work clarified</li> <li>2. Resolved – 1:1 Match met.</li> <li>3. Resolved - Environmental document type (ND) is approved by state and federal agencies. Shoofly construction, MOU with RR, utilities and other site-specific conflicts will be addressed during project development.</li> </ol>
36	ORA	Placentia Avenue Undercrossing	Involves lowering Placentia Ave below the BNSF tracks. A new railroad bridge will be constructed to allow for a future third mainline track.	+	<ol style="list-style-type: none"> <li>1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained?</li> <li>2. Deliverability concern: Environmental issues may be significant – environmental document unspecified; railroad agreements, shoofly construction, utilities and other site-specific conflicts.</li> <li>3. 1:1 Match rounding errors.</li> <li>4. Include all prior funds on programming request form.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Project is to construct an underpass. Live railroad tracks will be maintained.</li> <li>2. Resolved - Environmental document type (ND), shoofly construction, MOU with RR, utilities and other site-specific conflicts will be addressed during project development.</li> <li>3. Resolved – 1:1 Match met.</li> <li>4. Resolved – Funds identified on PPR.</li> </ol>
37	ORA	Orangethorpe Avenue Grade Separation	Involves the construction of three bridges at Orangethorpe Ave, Chapman Ave and Miller St to carry vehicular traffic above the BNSF tracks	+	<ol style="list-style-type: none"> <li>1. Scope of work is unclear – total of three bridge structures? How is adjacent local road access maintained?</li> <li>2. Deliverability concern: Environmental issues may be significant – environmental document unspecified.</li> <li>3. Include all prior funds on programming request form.</li> <li>4. 1:1 match rounding errors.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Project is to construct an underpass. Includes construction of three bridge structures. Adjacent local road access maintained through phased bridge construction.</li> <li>2. Resolved – environmental document is an EIR.</li> <li>3. Resolved – Prior funds documented.</li> <li>4. Resolved – 1:1 Match met.</li> </ol>

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ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
38	ORA	Kraemer Blvd Undercrossing	Involves the lowering of Kramer Blvd below the BNSF tracks. A new railroad bridge will be constructed to allow for a future third mainline track, and a new bridge will be constructed to carry traffic on Crowther Ave (runs parallel to the BNSF tracks) over the depressed Kramer Blvd.	+	<ol style="list-style-type: none"> <li>1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained?</li> <li>2. Deliverability concern: Environmental issues may be significant – environmental document unspecified; railroad agreements, shoofly construction, utilities and other site-specific conflicts.</li> <li>3. 1:1 Match rounding errors.</li> <li>4. Include all prior funds on programming request form.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved - Scope of work clarified.</li> <li>2. Resolved - Environmental document type (EIR), shoofly construction, MOU with RR, utilities and other site-specific conflicts will be addressed during project development.</li> <li>3. Resolved – 1:1 Match met.</li> <li>4. Resolved – Funding plan revised.</li> </ol>
39	ORA	Raymond Avenue Grade Separation	Involves lowering Raymond Ave below the BNSF tracks. A new railroad bridge will be constructed to allow for a future third mainline track.	+	<ol style="list-style-type: none"> <li>1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained?</li> <li>2. Deliverability concern: Environmental issues may be significant – environmental document unspecified; railroad agreements, shoofly construction, utilities and other site-specific conflicts. Construction start planned for Dec 2013?</li> <li>3. 1:1 Match rounding errors.</li> <li>4. Include all prior funds on programming request form.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved - Scope of work clarified.</li> <li>2. Resolved - Environmental document type (CE), shoofly construction, MOU with RR, utilities and other site-specific conflicts will be addressed during project development. Noted and validated Construction Start Date December 2013.</li> <li>3. Resolved – 1:1 Match met.</li> <li>4. Resolved – No prior funds.</li> </ol>
40	ORA	Lakeview Avenue Overcrossing	Involves the construction of six bridge structures at to carry vehicular traffic on Lakeview Ave above the BNSF tracks	+	<ol style="list-style-type: none"> <li>1. Scope of work is unclear - Where are six bridge structures located and identified on project map? How is adjacent local road access maintained?</li> <li>2. Deliverability concern: Environmental issues may be significant – environmental document unspecified.</li> <li>3. Include all prior funds on programming request form.</li> <li>4. 1:1 match rounding errors.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Scope of work clarified.</li> <li>2. Resolved – Environmental document is an EIR.</li> <li>3. Resolved – Prior funds documented.</li> <li>4. Resolved - 1:1 Match met.</li> </ol>

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# ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
41	ORA	Tustin Avenue/Rose Drive Overcrossing	Involves the construction of bridge structures at to carry vehicular traffic on Tustin Ave/Rose Dr above the BNSF tracks, and connectors from the new structure to Orangethorpe Ave (runs parallel to BNSF tracks)	+	<ol style="list-style-type: none"> <li>1. Scope of work is unclear – where are the other structures? How many? How is adjacent local road access maintained?</li> <li>2. Deliverability concern: Environmental issues may be significant – environmental document unspecified.</li> <li>3. Include all prior funds on programming request form.</li> <li>4. 1:1 match rounding errors.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Scope of work clarified.</li> <li>2. Resolved - Environmental document is an EIR.</li> <li>3. Resolved – Prior funds documented.</li> <li>4. Resolved - 1:1 Match met.</li> </ol>
42	RIV	Columbia Avenue Grade Separation	Construct four-lane roadway bridge over existing BNSF tracks	+	<ol style="list-style-type: none"> <li>1. Scope of work is unclear. How is adjacent local road access maintained?</li> <li>2. CE may require update?</li> <li>3. Funding plan - use of Section 190 funds.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Scope of work clarified.</li> <li>2. Resolved - CE update is not required.</li> <li>3. Resolved – City has committed to backfill if Section 190 funds are not available.</li> </ol>
43	RIV	Auto Center Drive Separation	Construct four-lane roadway bridge over existing BNSF tracks	+	<ol style="list-style-type: none"> <li>1. Scope of work clarification – discussion of adjacent Dike. What is included in this project?</li> <li>2. Delivery schedule requires clarification.</li> <li>3. 1:1 Match not met</li> <li>4. Delivery – CE may require update.</li> <li>5. Funding plan - use of Section 190 funds.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Scope of work clarified.</li> <li>2. Resolved – Clarification provided.</li> <li>3. Resolved - 1:1 Match met.</li> <li>4. Resolved – CE was certified in January 2008.</li> <li>5. Resolved - Section 190 funds are not secured. City has committed to backfill if Section 190 funds are not available.</li> </ol>
44	RIV	Magnolia Avenue Grade Separation	Construct four-lane roadway bridge over existing UPRR tracks	+	<ol style="list-style-type: none"> <li>1. Scope of work is unclear – Local streets?</li> <li>2. Delivery – CE may require update.</li> <li>3. 1:1 Match not met - Clarification of prior funds and eligibility as match.</li> <li>4. Funding plan - use of Section 190 funds.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Scope of work clarified.</li> <li>2. Resolved - CE update is not required.</li> <li>3. Resolved – 1:1 Match met.</li> <li>4. Resolved – City has committed to backfill if Section 190 funds are not available.</li> </ol>

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**ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS**

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
45	RIV	Iowa Avenue Grade Separation	Construct four-lane roadway bridge over existing BNSF tracks	+	<ol style="list-style-type: none"> <li>1. Delivery – CE may require update.</li> <li>2. Scope of work is unclear How is adjacent local road access maintained?</li> <li>3. Funding plan - use of Section 190 funds.</li> <li>4. Clarification of prior funds and eligibility as match.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved - CE update is not required.</li> <li>2. Resolved – scope of work clarified.</li> <li>3. Resolved – City has committed to backfill if Section 190 funds are not available.</li> <li>4. Resolved – 1:1 Match met.</li> </ol>
56	RIV	Sunset Avenue Grade Separation	Lower Sunset Ave, construct a new UPRR bridge, and reconstruct I-10 ramps to Sunset Ave.	+	<ol style="list-style-type: none"> <li>1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained?</li> <li>2. Overlapping PAED and Design phases.</li> <li>3. Funding plan – RR contribution committed?</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Scope of work clarified.</li> <li>2. Schedule validated by project sponsor.</li> <li>3. In-progress – MOU with RR anticipated by 2009 for RR contribution. City has committed to backfill if RR contribution funds not received.</li> </ol>
47	RIV	Streeter Avenue Grade Separation	Construct four-lane roadway bridge over existing UPRR tracks	+	<ol style="list-style-type: none"> <li>1. Delivery schedule requires clarification.</li> <li>2. Delivery – CE may require update.</li> <li>3. Scope of work is unclear – Overpass or underpass?</li> <li>4. Clarification of prior funds and eligibility as match.</li> <li>5. 1:1 match not met. - Use of Section 190 funds &amp; container fees?</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved - Delivery schedule revised.</li> <li>2. Resolved - CE update is not required.</li> <li>3. Resolved – Scope of work clarified.</li> <li>4. Resolved – Clarified prior funds as eligible for match.</li> <li>5. In-progress - 1:1 Match met pending approval of container fee legislation. City has committed to backfill if Section 190 fund are not received. Funding commitments will be required for baseline agreement.</li> </ol>

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# ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
48	RIV	Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline	Construct an elevated structure over the UPRR tracks	I	<ol style="list-style-type: none"> <li>1. Scope of work is unclear – roadway width? How is adjacent local road access maintained?</li> <li>2. Air Quality impacts require further analysis. The project introduces significant capacity expansion by widening the current 2-lane road to 6-lane at grade crossing. Emissions benefit is shown as 0.89 grams/day reduction of PM2.5 by year 2030, without a comparison between build vs. no build. Need backup calculations and clear documentation as to how grade separation and increased capacity will result in local air quality impacts.</li> <li>3. Project Programming Request form is incomplete.</li> <li>4. Funding plan – use of Section 190 funds, source of local funds not identified.</li> <li>5. Environmental document not identified.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Scope of work clarified.</li> <li>2. In-progress –Air Quality impacts require further analysis. Additional information may be required.</li> <li>3. Resolved – PPR provided.</li> <li>4. Resolved - City has committed to backfill if Section 190 funds are not received, source of local is Riverside County Measure A.</li> <li>5. Resolved - Environmental document is an ND.</li> </ol>
49	RIV	Avenue 66 Grade Separation on Yuma Subdivision of UPR Mainline	Construct a six-lane elevated structure over the UPRR tracks	I	<ol style="list-style-type: none"> <li>1. Scope of work is unclear – two to six lanes? How is adjacent local road access maintained?</li> <li>2. Air Quality impacts require further analysis. The project introduces significant capacity expansion by widening the current 2-lane road to 6-lane at grade crossing. Emissions benefit is shown as 1.6 grams/day reduction of PM2.5 by year 2030, without a comparison between build vs. no build. Need backup calculations and clear documentation as to how grade separation and increased capacity will result in local air quality impacts.</li> <li>3. Funding plan – use of Section 190 funds, source of local funds not identified.</li> <li>4. Environmental document not identified.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Scope of work clarified.</li> <li>2. In-progress –Air Quality impacts require further analysis.</li> <li>3. Resolved - City has committed to backfill if Section 190 fund are not received, source of local is Riverside County Measure A.</li> <li>4. Resolved - Environmental document is an ND.</li> </ol>

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ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
50	RIV	Grade Separation at Clay Street Railroad Grade Crossing	Lower Clay St and construct a new UPRR bridge	+	<ol style="list-style-type: none"> <li>1. Scope of work questionable: underpass vs. overpass?</li> <li>2. Delivery – CE may require update.</li> <li>3. 1:1 match not met - use of Section 190 funds, container fees &amp; prior funds</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved - Scope of work is for the construction of an underpass.</li> <li>2. Resolved - CE update scheduled for September 2009.</li> <li>3. In-progress - 1:1 Match met. However, full funding of project is contingent on approval of container fee legislation. County committed to backfill if Section 190 funds &amp; container fees are not received. Funding commitments will be required for baseline agreements.</li> </ol>
51	RIV	Riverside Avenue Grade Separation	Construct four-lane roadway bridge over existing UPRR tracks	+	<ol style="list-style-type: none"> <li>1. Scope of work unclear.</li> <li>2. Delivery – CE may require update.</li> <li>3. 1:1 match not met - use of Section 190 funds, container fees &amp; prior funds.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved - Scope of work is for the construction of an underpass.</li> <li>2. Resolved - CE update is not required.</li> <li>3. In-progress - 1:1 Match met. However, full funding of project is contingent on approval of container fee legislation. City has committed to backfill if Section 190 fund are not received. Funding commitments will be required for baseline agreement.</li> </ol>

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ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
52	RIV	3rd Street Grade Separation	Lower 3rd Street and construct a new BNSF bridge.	+	<ol style="list-style-type: none"> <li>1. Scope of work questionable: underpass vs. overpass?</li> <li>2. Delivery – CE may require update.</li> <li>3. 1:1 match not met - use of Section 190 funds, container fees &amp; prior funds</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved - Scope of work clarified.</li> <li>2. Resolved - CE update is not required.</li> <li>3. In-progress - 1:1 Match &amp; full funding of project is contingent on approval of container fee legislation. City has committed to backfill if Section 190 fund are not received. Funding commitments will be required for baseline agreement.</li> </ol>
53	RIV	Grade Separation at Magnolia Avenue Railroad Grade Crossing	Construct four-lane roadway bridge over existing BNSF tracks	+	<ol style="list-style-type: none"> <li>1. Scope of work is unclear – How is adjacent local road access maintained?</li> <li>2. Delivery – CE may require update.</li> <li>3. 1:1 match not met - use of Section 190 funds, container fees &amp; prior funds</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Construction of a frontage road will provide access to adjacent properties.</li> <li>2. Resolved – CE update scheduled for September 2009.</li> <li>3. In-progress - 1:1 match &amp; full funding of project is contingent on approval of container fee legislation and Section 190 funds. Funding commitments will be required for baseline agreement.</li> </ol>

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**ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS**

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
54	RIV	March Inland Cargo Port Airport- I215 Van Buren Blvd - Ground Access Imp	Reconstruct I-215/Van Buren Blvd IC and nearby BNSF Grade Separation, and add auxiliary lanes on I-215	+	<ol style="list-style-type: none"> <li>1. Scope of work unclear – does not appear to improve access to airport?</li> <li>2. Nomination is not clear as to how the project benefits air cargo movement.</li> <li>3. Deliverability concern: Environmental document type (ND) is questionable.</li> <li>4. Riverside Measure A funds not yet committed - March/April 2008.</li> <li>5. Expects donated R/W and so includes no R/W cost provision.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved - Scope of work clarified.</li> <li>2. Resolved – interaction with cargo port and storage facilities clarified.</li> <li>3. Resolved – Planned environmental document is Mitigated ND.</li> <li>4. In-progress - Riverside Measure A funds not yet committed - March/April 2008. Funding commitments will be required for baseline agreement.</li> <li>5. Resolved - Expects donated R/W, and has a contingency plan to fund the R/W cost if donation does not materialize.</li> </ol>
55	SBD	I-15 Widening and Devore Interchange Reconstruction	Reconfigure I-15/I-215 Interchange, add one general purpose lane in each direction, and provide a truck bypass lanes and auxiliary lanes.	+	<ol style="list-style-type: none"> <li>1. Scope of work unclear.</li> <li>2. Air Quality impacts require further analysis. Local air quality impacts not addressed.</li> <li>3. Deliverability concern: Environmental document type (ND) is questionable.</li> <li>4. Extremely high deliverability risk - PSR 2009; construction start Nov 2013.</li> <li>5. How does overall capacity increase 40% if there is no appreciable change in heavy duty truck volume? Contradiction with air quality and throughput due to increase in capacity.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved - Scope of work clarified.</li> <li>2. In-progress – Additional Air Quality information provided. Additional analysis may be required.</li> <li>3. Resolved - Environmental document was clarified and validated by sponsor.</li> <li>4. Resolved - Deliverability concerns were noted and validated by sponsor.</li> <li>5. Resolved - Sponsor provided additional clarification that project will fix an existing bottleneck allowing trucks to flow freely.</li> </ol>

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**ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS**

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
56 57 58	SBD	I-10 Corridor Logistics Access Project	Reconstructs interchanges at Cherry Ave, Citrus Ave and Riverside Ave, and widen grade separation structures at Cherry Ave and Citrus Ave over the UPRR tracks.	I	<ol style="list-style-type: none"> <li>1. Scope of work unclear</li> <li>2. Air Quality impacts require further analysis. Further documentation needed regarding expansion of number of lanes and lack of expected change in truck volumes.</li> <li>3. Clarification needed of Implementing Agency.</li> <li>4. Will need three separate projects for delivery purposes.</li> <li>5. Project Programming Request form unclear. Match should be secured for each project - each funding plan should stand on its own.</li> <li>6. Deliverability concern: Environmental document type (IS/MND) is questionable.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – Scope of work clarified</li> <li>2. In-progress – Additional Air Quality information provided. Additional analysis may be required.</li> <li>3. Resolved – Implementing Agencies clarified.</li> <li>4. Resolved - Three separate projects for delivery purposes.</li> <li>5. <ul style="list-style-type: none"> <li>• Resolved - Cherry – 1:1 Match.</li> <li>• Resolved - Citrus – 1:1 Match.</li> <li>• Resolved - Riverside - 1:1 Match.</li> </ul> </li> <li>6. Resolved – Environmental documents were clarified and validated by sponsor.</li> </ol>
59	SBD	ACE Glen Helen Pkwy Railroad Grade Separation	Construct an overpass to grade separate the Glenn Helen Parkway from UPRR and BNSF tracks	+	<ol style="list-style-type: none"> <li>1. Incomplete nomination?</li> <li>2. Scope of work unclear - Overpass or underpass?</li> <li>3. Air Quality impacts require further analysis.</li> <li>4. Delivery – CE may require update.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – PPR updated.</li> <li>2. Resolved – project includes construction of an overpass.</li> <li>3. In-progress - Additional air quality information provided.</li> <li>4. Resolved – CEQA exemption. NEPA not required as no federal funds.</li> </ol>
60	SBD	ACE North Milliken Ave Railroad Grade Separation at UPRR	Construct a new structure to grade separate the Milliken Ave from UPRR tracks	+	<ol style="list-style-type: none"> <li>1. Incomplete nomination</li> <li>2. Air Quality impacts require further analysis.</li> <li>3. Scope of work unclear - Overpass or underpass?</li> <li>4. Delivery – environmental document unspecified.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – PPR provided.</li> <li>2. In-progress - Additional AQ information was provided.</li> <li>3. Resolved – Project includes construction of an underpass.</li> <li>4. Resolved - CE update is not required.</li> </ol>

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# ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
61	SBD	ACE South Milliken Grade Separation at UP Los Angeles	Construct a new structure to grade separate the Milliken Ave from UPRR tracks	+	<ol style="list-style-type: none"> <li>1. Incomplete nomination</li> <li>2. Air Quality impacts require further analysis.</li> <li>3. Scope of work unclear - Overpass or underpass?</li> <li>4. Delivery – environmental document unspecified.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – PPR updated.</li> <li>2. In-progress - Additional AQ information was provided.</li> <li>3. Resolved – Project includes construction of an underpass.</li> <li>4. Resolved - CE update is not required.</li> </ol>
62	SBD	ACE Valley Grade Separation at BNSF/UP San Bernardino	Construct a new structure to grade separate the Valley Blvd from UPRR tracks	+	<ol style="list-style-type: none"> <li>1. Incomplete nomination</li> <li>2. Air Quality impacts require further analysis.</li> <li>3. Scope of work unclear - Overpass or underpass?</li> <li>4. Delivery – environmental document unspecified.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – PPR updated.</li> <li>2. In-progress - Additional AQ information was provided.</li> <li>3. Resolved – Project includes construction of an overpass.</li> <li>4. Resolved - CE update is not required.</li> </ol>
63	SBD	ACE Palm Grade Separation at BNSF/UP Cajon	Widen Palm Ave and Cajon Blvd from two to four lanes and construct a new structure to grade separate Palm Ave from UPRR tracks	+	<ol style="list-style-type: none"> <li>1. Incomplete nomination</li> <li>2. Air Quality impacts require further analysis.</li> <li>3. Scope of work unclear - Overpass or underpass?</li> <li>4. Delivery – environmental document unspecified.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – PPR updated.</li> <li>2. In-progress - Additional AQ information was provided.</li> <li>3. Resolved – Project includes construction of an overpass.</li> <li>4. Resolved - CE update is not required.</li> </ol>
64	SBD	ACE Lenwood Grade Separation at BNSF Cajon	Construct a new structure to grade separate the Lenwood Rd from UPRR tracks	I	<ol style="list-style-type: none"> <li>1. Incomplete nomination</li> <li>2. Scope of work unclear - Overpass or underpass?</li> <li>3. Air Quality impacts require further analysis. AQ impacts from diversion of traffic from the "8 mile detour" to Lenwood Rd are not documented; throughput estimates of delay relief seem implausible given other high volumes grade crossing requests that were submitted, Need documentation.</li> <li>4. Delivery – ND/CE may require update.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – PPR provided.</li> <li>2. Resolved – Project includes construction of an overpass.</li> <li>3. In-progress - Additional AQ information was provided.</li> <li>4. Resolved - CE update is not required.</li> </ol>

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# ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
65	SBD	ACE Vineyard Grade Separation at UP Alhambra	Construct a new structure to grade separate the Vineyard Ave from UPRR tracks	+	<ol style="list-style-type: none"> <li>1. Incomplete nomination</li> <li>2. Air Quality impacts require further analysis.</li> <li>3. Scope of work unclear - Overpass or underpass?</li> <li>4. Delivery – environmental document unspecified.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved – PPR provided.</li> <li>2. In-progress - Additional AQ information was provided.</li> <li>3. Resolved – Project includes construction of an underpass.</li> <li>4. Resolved - CE update is not required.</li> </ol>
66	VEN	US 101 Rice Avenue Interchange	Construct a new structure to accommodate the widening of US-101/Rice Ave IC from two to eight lanes (six-through and two-SB left-turn lanes), new on- and off-ramps, and realignment of Ventura Blvd.	I	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis –Further documentation needed regarding expansion of number of lanes and lack of expected change in truck volumes.</li> <li>2. Funding plan incomplete – Include all prior and proposed costs on programming request form –</li> <li>3. Deliverability concern: Environmental document type (ND) is questionable. PAED started in 1989 and completed in 2002.</li> <li>4. 1:1 Match not met – Matching funds rely on prior expenditures to meet match requirement. This project is planned to for contract award in October 2008, a few months past adoption into program. Only Construction costs eligible for match resulting in TCIF share of maximum \$30.0 million.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional AQ information was provided.</li> <li>2. Resolved – PPR revised.</li> <li>3. Resolved - PAED started in 1989 and completed in 2002. Noted and validated by sponsor.</li> <li>4. Resolved - 1:1 Match met.</li> </ol>
67	SD	State Route 905	Complete the construction of a new six-lane freeway (SR-905) from Britannia Blvd to I-805.	+	<ol style="list-style-type: none"> <li>1. Clarification on the match between the two phases within the corridor.</li> </ol>	<ol style="list-style-type: none"> <li>1. Resolved - Clarification was provided.</li> </ol>

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**ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS**

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
68	SD	State Route 11/Otay Mesa East Port of Entry	Construct a new four-lane highway connecting to a new Otay Mesa East Point of Entry (POE), including two interchanges, two grade separated crossings, three freeway to freeway connector ramps (SR-125 and SR-905), and connecting ramps to the new POE	–	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis - Project increases emissions in undeveloped area with few receptors, while reducing emissions at existing OM-POE. Project should document how benefits and need are affected by SR-905 project.</li> <li>2. Current funding plan involves collection of toll or user fee for the POE/Otay Mesa which does not exist.</li> <li>3. Performance based infrastructure PPP - where does the source come from?</li> <li>4. Deliverability Risks: Construction start is 4/2013. Environmental schedule is very aggressive for something that has not started and involves international input.</li> <li>5. Status of improvements from Mexico side is unclear.</li> <li>6. PPP, POE status of agreements, funding, delivery risks.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional AQ information was provided from the County of San Diego Air Pollution Control District.</li> <li>2. In-progress - Current funding plan involves collection of tolls – SB 1486 (Ducheny) was introduced in Feb 08 to authorize creation of a toll authority for SR-11.</li> <li>3. In-progress – SB 1486 envisions SR-11 as a public toll facility.</li> <li>4. Noted and validated by sponsor. Draft programmatic EIR/EIS under review. Presidential Permit submitted to the US Dept of State in Jan 08.</li> <li>5. Resolved – Mexico's schedule for improvements provided.</li> <li>6. In-progress – SB 1486 pending.</li> </ol>
69 70 71 72	SD	Port of San Diego Freeway Access Improvements	Port Access improvements including: I-5 freeway access points at 32nd St., Civic Center Dr. and Bay Marina Dr.; connection improvements between 10th Ave. Marine Terminal gate and Harbor Dr., and grade separations for 10th Ave and 32nd St at Harbor Dr.	I	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis - At grade improvement and grade separation; no localized air quality impacts were identified. Need clarification on whether there will be a negative impact from increased truck traffic on Harbor Drive or I-15 (after improvements, truck traffic will be encouraged to use these roads bypassing a congested intersection).</li> <li>2. Delivery schedules for two projects is 2013 – High Risk</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional AQ information was provided from the County of San Diego Air Pollution Control District.</li> <li>2. Noted and validated by sponsor.</li> </ol>
73	SD	Port of San Diego National City Marine Terminal Improvements	Extend the existing wharf approximately 1500 ft.	+	<ol style="list-style-type: none"> <li>1. Deliverability Risk - EIR, Design and right of way are concurrent activities</li> </ol>	<ol style="list-style-type: none"> <li>1. Noted and validated by sponsor.</li> </ol>

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# ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
74 75	SD	South Line Rail Improvements/ San Ysidro Yard	Operational improvements (switches, cross-overs, signals,...) at the south line and acquisition of property, development of access road and expansion of yard lead and storage tracks at the San Ysidro Yard.	I	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis - "Diversion from truck to rail will reduce 31,800 truck trips annually in 2030 that would otherwise travel on Interstates 5 and 805. In addition, the expansion of the San Ysidro Rail Yard will reroute from congested local streets in the community of San Ysidro". Documentation also notes that "improvements to the mainline track portion of the South Line are needed to allow for an increase in freight train capacity from two to four per day." Given the capacity increase, more information is needed to identify local air quality impacts.</li> <li>2. 1:1 Match is not met - does not include any Border Infrastructure Funds.</li> <li>3. MOU with BNSF is required.</li> <li>4. Public/Private benefits are not properly addressed. No contributions by BNSF – Funding proposed is only public money.</li> <li>5. TCIF request includes funding for PAED and PS&amp;E.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional AQ information was provided from the County of San Diego Air Pollution Control District.</li> <li>2. Resolved – \$600,000 BIP funds for project, 1:1 match not required.</li> <li>3. Resolved - MOU with BNSF provided.</li> <li>4. Resolved – Rail line and Yard are publicly owned facilities (MTBD)</li> <li>5. Resolved – TCIF request for construction only.</li> </ol>
76	SD	LOSSAN N Rail Corridor/Intermodal Improvements – Sorrento to Miramar Phase 1	Construct a second mainline track at seven separate locations between San Diego and Oceanside (combined length approx 14 miles).	I	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis - Further documentation of methods and analysis of truck to rail diversion required for analysis of regional AQ benefits;</li> <li>2. Scope of work is unclear</li> <li>3. 1:1 Match not met.</li> <li>4. Deliverability – Environmental document not yet started – planning on FONSI in three years? One-year for design?</li> <li>5. Relationship and benefit to goods movement is unclear</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional AQ information was provided from the County of San Diego Air Pollution Control District.</li> <li>2. Resolved – Additional information provided.</li> <li>3. Resolved - 1:1 Match met.</li> <li>4. Noted and validated by sponsor.</li> <li>5. Resolved – provided information regarding freight usage of rail line.</li> </ol>

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# ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
77	IMP	Brawley Bypass (SR 78/111 Expressway) Project	Construct 7.8 miles of divided four-lane expressway from SR 111 to SR 78/86 on a new alignment	+	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis – Project increases emissions at receptors near new bypass, but reduces emissions along surface streets for old route through community.</li> <li>2. Federal funding is not reflected in the funding sheet.</li> <li>3. Funding schedule shows all funds in prior year.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional AQ information provided.</li> <li>2. Resolved - Federal funding is reflected.</li> <li>3. Resolved - Funding updated.</li> </ol>

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# ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
78	MON	San Juan Road Interchange	Construct Interchange at San Juan Road to eliminate three existing at-grade intersections with US-101	I	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis. The Air Quality Report notes that CO emissions will be reduced because three intersections are combined into one. Project sponsor should provide backup calculations. The report also identifies slightly higher VMT in build alternatives because “the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the action alternatives along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes.” Should provide clear documentation as to how increased capacity will result in local air quality impacts.</li> <li>2. Funding plan depends on \$24,250 in 2008 STIP funding.</li> <li>3. Implementing agency for R/W &amp; Construction should be identified.</li> <li>4. Construction Start in January 2013. Complex environmental issues may pose risk to delivery schedule.</li> <li>5. ND for environment document is questionable.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional AQ information was provided.</li> <li>2. In-progress – Included in proposed 2008 STIP (ITIP).</li> <li>3. Resolved – Caltrans is specified.</li> <li>4. Resolved – Construction start in Jan 2013.</li> <li>5. Resolved – Environmental document is an EIR/EA.</li> </ol>

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**ADOPTED TCIF PROGRAM – UPDATED REVIEW FINDINGS**

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
79	SBD	Colton Crossing Flyover	Grade separate the UPRR and BNSF tracks by building a fly over structure to carry the UPRR Tracks over the BNSF in the City of Colton. This 7,250 ft long UP grade separation would begin at Rancho Ave and end at Mount Vernon Ave Overpass.	I	<ol style="list-style-type: none"> <li>1. Air Quality impacts require further analysis - Air quality analysis is not provided. Further information is needed to compare the emissions reductions achieved by the grade separation (e.g., elimination of on-road and train idling) with increased emissions due to increased train traffic.</li> <li>2. Project Programming Request form is incomplete.</li> <li>3. Delivery schedule is incomplete.</li> <li>4. MOU with railroad is required.</li> <li>5. Responsibility for cost increases should be clarified.</li> <li>6. Public/Private benefits are not sufficiently addressed.</li> <li>7. Funding plan requires clarification</li> <li>8. No agreement on scope and cost - \$156 mil vs. \$148 or 198?- amounts should be confirmed</li> <li>9. EIR complete Jan 07 - 30 months is 2010. Schedule does not reconcile to narrative.</li> </ol>	<ol style="list-style-type: none"> <li>1. In-progress - Additional AQ information was provided.</li> <li>2. Resolved - Project Programming Request form is complete.</li> <li>3. Resolved - Delivery schedule is complete.</li> <li>4. Unresolved - MOUs with railroads is required.</li> <li>5. Unresolved - Responsibility for cost increases should be clarified. Pending MOU with railroad.</li> <li>6. Unresolved - Public/Private benefit analysis is required. Additional information was provided.</li> <li>7. Resolved - Funding plan was clarified.</li> <li>8. Resolved – Clarification was provided. Total cost is \$198 million.</li> <li>9. Resolved - EIR to be complete Feb 2010.</li> </ol>

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